

Vern Tardel Newsletter

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February

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Newsletter On-the-Line

*Vern Tardel Enterprises
February 2013*



A Message from Vern

Hotrodders and Vintage Car/Pickup Owners



We have gone through a blast of wet and cold weather here in Sonoma County, California. I realize that both wet and cold are relative terms. I should say that it has been raining here and the temperatures have dropped into the twenties at night. For us here in Santa Rosa, California...that's cold.

The shop is very busy. We have a number of builds, rebuilds, and "touch-ups" all going on at the same time. It is always a juggling act here in the shop. We are always moving the cars around for various stages of their build or repair.



Even though I often feel that things are a little crazy around here, my team always seems to pull it together and we get the jobs done. And to be honest with you, I wouldn't trade this for just about anything. I get to do what I love, and get paid for it. As with most of you, the economy effects what we do here. Parts cost more and many of you are putting off that dream build or even major maintenance. Just know that when you are ready for us to build you a high performance Ford flathead engine or a completely finished Tardel-built hotrod, we'll be ready for you.

If your dream car looks "something" like the '32 highboy roadster shown at the top of the Newsletter...we are ready to build one of the same high quality, only just like you want it. Your dream ride!

Here at Tardel Enterprises we stand behind our work and have done so for over 40 years. Come see us or contact us via email.

I wanted to remind everyone that if you do not want to receive the Newsletter to just select the [SafeUnsubscribe](#) link at the bottom. If you know of someone that would like to receive the Newsletter you can use the [Forward this email](#) also found at the bottom of the Newsletter.

Vern

Photograph of the Month

To the right and below are photographs that Vern took in 2012 at the Bonneville Salt Flats. This Harley-Davidson is nasty to say the least. Take a look at the exhaust header. Older Harleys like this [Knucklehead](#) were manufactured by Harley-Davidson until 1947 and modified Harleys like this one can reach speeds of 125 - 150 mph on the Salt Flats.



For those of you out there that ride Harleys and ride them fast...you got my attention. Those of you who do ride motorcycles and especially Harleys at the Salt Flats like Bonneville...you have my complete respect. Although I also think you have a little crazy in you to do it.



Build of the Month

This month's build is a Bonneville belly tanker. Vern was asked by a customer to rebuild a Bonneville belly tanker that the customer had purchased in Victorville, California. The vehicle was in pretty bad shape. It had been disassembled and stored in a shed.



To the left is a picture of how these belly tankers start. The availability of these airplane fuel tanks after World War II inspired a few creative hotrodders to apply what they knew about building speed machines to using these pieces of aluminum as a body for a vehicle to be run at the dry lakes. These early hotrodders recognized the aerodynamic shape that just screamed speed and design.

The request, and challenge for Vern, was to clean all parts, refinish, rebuild the Ford flathead, and get the belly tanker in running condition.

The tanker was rebuilt for display purposes and therefore a full dry lakes safety system was not installed. This would include the roll-bar, fire extinguishing system/tools, and full head support and harness, and commonly a parachute for



braking.

The specifics include an aluminum drop tank body and a rebuilt 1940 Ford V8-60 motor. The frame is a modified Model-T, which I am sure you all realize takes a good deal of modification and strengthening to handle the speeds and torque. The tanker has a quick-change rear end.

According to Vern, the original builder of this tanker had a number of interesting ideas and sound engineering about how to build a Salt Flats belly tanker.

The tanker aluminum body was left as bare metal per the request of the owner. This nice example of a dry lakes belly tanker is going into a collection in Marin, California.





Signs of the Past...

I have mentioned before that walking around the Tardel Shop has a time-machine quality to it. You will find signs of the past in many forms and in many different places.

One such sign of the past caught my eye and took me into the Tardel way-back machine. In the picture above is a "classic" push scooter that had me transfixed thinking about a scooter that I had when I was growing up. I believed that I could make my scooter scoot at what felt like 50 miles per hour.



If you happen to be a collector of such classic memorabilia here is a picture showing the make and model of the scooter.



There are many forms of what I call "signs of the past." Here are just a few more items and signs I discovered around the Tardel shop this month.



I am sure that most of you recognize the classic workhorse of the late 1800s and early 1900s called the one-lunger. The rotary phone above...well I remember our old party-line.

The sign of the past below is actually a model. No kidding. Take a close look at the bottom photo. That is a quarter leaning up against the mounting post. This is an incredible model of the Ford flathead V-8. Talk about attention to detail! This beautiful model was built by none other than Vern's son, Keith and was presented to Vern as a birthday present. This is beyond cool.





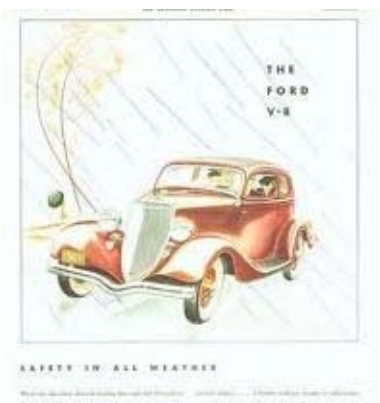
Remember that I mentioned if you ever have a chance to come to the Tardel Shop to look up into the rafters. I wanted to close this section of the Newsletter with one picture of just a peek at what you would see in the rafters throughout the Tardel Shop. Pretty cool and very unique!



Marketing by Ford

I hope you enjoy this new section of the Newsletter. I enjoy looking at old Ford advertisements. They not only take me back to a very different time, but they show how Ford became the choice of the majority of people and families throughout the country and in many countries around the world.

Some of these posters stand alone as works of art and others show the utilitarian nature of the early Fords as well as the affordability.



The advertisement at the left shows the style of the Ford V-8. As we all know, sometimes we are sold on a car by just seeing a picture. That was the intention of this illustration. Catch the eye and most of the time the pocketbook will follow.



Other times the advertisements were intended to sell the Ford as a car for your wife and/or family. It's usually a little different today. The wife takes a far greater interest, or in fact chooses the Ford they want.

The Ford advertisements changed with the times just as our culture and norms have changed.

If you are a collector of advertising memorabilia and illustrations you are very familiar with those that are worth hundreds if not thousands of dollars.

I hope you enjoyed looking at these advertisements in the Tardel Newsletter.



Outside the Tardel Shop is an incredible boneyard. This is Vern's boneyard for storage of literally thousands of early



Ford parts. There are even a few complete unrestored vehicles to be found around the yard like the Model A roadster pickup at the right.



The following are a few photographs of parts and vehicles from around the Tardel boneyard. I hope you enjoy shots like these.

Please let me know if you do.



Ford flatheads and more Ford Flatheads. Vern believes he quite possibly has a Guinness World Record of used Ford Flatheads. Certainly he has quite a collection and it is

amazing to think of the cars and pickups these all came out of.



Steering wheels for Model As, Model Ts, and later model Fords. I just liked the artistic nature of this collection.



Ford fenders stacked on the back of a 1946 Ford flatbed.



Where old flames go to retire!

What is it?

This month's "what is it" is more like "how cool is it?" Many of you will easily recognize the tool for what it is. I did put a red line over the name just to keep you guessing a little. But what a cool tool. It is as much art as it is a tool.



The tool is both nostalgic, and in my opinion, a piece of art. For antique tool collectors, this is a nice one. Very few of these have survived over the years. Enjoy the photo and good luck with your guess!

Who was spotted in the Tardel Shop?



Spotted visiting the Tardel Shop was one of the best "glass-men" in the business. Vern has worked with **Will Raff** from Forestville, CA to shape and form custom glass for a number of builds. Will has cut and fashioned glass for hundreds of hotrods, classics and vintage automobiles.

Will started working with glass for automobiles in 1973. That's 40 years of experience that stretches from the old to the new.

As Will told me, "...old cars are all a challenge." It is always facing the challenges that are sure to arise. He said, "...it is a matter of pre-fitting, checking, measuring, making accurate patterns, and working without messing up any of the build that surrounds the glass." Will has learned a sequence over the past 40 years that has turned out the best!



Will's motto is, *"Don't take anything for granted."* Will is currently working on a 1932 Lincoln Four-Door convertible that is headed to Pomona, CA when it is finished.

Will has a new bride of 1-1/2 years and told me that he wished he had met her 40 years ago. He has 3 children and 2 of the 3 are "motorheads." Will's daughter has a 1936 Chevy Pickup that he plans on working with her to rebuild in the not too distant future. Will also has 5 grandsons.

I asked Will what was his top or greatest build. He did not hesitate a second. He said, *"...it was a 1940 Willys Woody hotrod."* He said, *"...that it was totally hand fabricated."* He said further, *"...it was a perfect hotrod and very rare since it was a Willys Woody."*

Will has worked on the glass and built cars from Model Ts to Maseratis. But his favorite to work on...hotrods.

Tips and Tricks by Vern

Have you ever had trouble pulling the bearing races from a rear end? These races are very thin and after years of use get firmly stuck into place. Because they are so thin a standard gear or bearing puller will not grab hold of the race.





Pulling Bearing Races.

You might have a *special race puller* in your shop, but most likely you do not...and by the way...they are expensive. The second way is to send the axle housings to a machine shop and have them pressed out...and that is also quite expensive.

The third option is a trick Vern began using years ago to solve this problem, which kept occurring on a regular basis. The following video was shot by Frank Briones and edited by me (Mark) to show how you can easily pull those troublesome "stuck" thin bearing races.

A short list of the tools that you will need:

- *All necessary tools to pull the rear end and axle housing assembly*
- *Socket or air-wrenches to pull the axle housing assembly off the differential*
- *A welder (wire or stick)*
- *A slide hammer gear/bearing puller*
- *A bolt or bar stock cut to the race's inner diameter in length (see video)*

Let's take a look at how you can pull those stubborn bearing races in your garage or shop:

[Video on How to Pull Bearing Races in Your Garage or Shop](#)

Who Owned that Ford Phaeton?

We heard back from the owner of the beautiful Ford Phaeton that was a winner in last month's photo contest. Here is what the owner had to say...

"...what a surprise! That is my 1934 Phaeton in the Contest Winner Section. The car is basically unrestored and mostly original. That is the original paint and most of the upholstery is original."

"Thank you so much!" MIKE BURCH, Holly Hill, FL.



CONGRATULATIONS MIKE!

Awards will be coming soon; hang in there. Thanks again for all the great pictures of your rides - I hope you enjoyed seeing them in the Newsletter. If you have any unusual pictures you would like to share with us, send them to us via email. We love photos of the unusual, boneyards, and great shots of great cars and trucks.

Past Issues of the Tardel Newsletter

I have received a number of requests from folks that want to be able to access the past issues of the Tardel Newsletter. I collected all the past issues and worked with our resident Web-Master Kevin, and have now posted all the back issues on the Tardel website.

If you would like to go back through the issues, or you joined the mailing list recently and haven't seen all the issues, you can now go to the following webpage and click on any or all of the issues by month. Print them out if you want to have paper copies.

[To See the Back Issues of the Tardel Newsletter Click Here](#)



Featured Tardel Product

The featured product of this month is Vern Tardel's classic cup/mug, designed nearly 20 years ago. The ever-popular Ceramic Stromberg 97 Carburetor Cup is ready for coffee or your choice of "fuel". I use mine to hold my scribes, pencils/pens, scissors and more...

If you order a Tardel Stromberg 97 Carburetor cup just mention that you saw the 15% off advertisement in the Tardel Newsletter when you make the order. By mentioning the Tardel Newsletter you will receive the discount. This will bring the cost of the cup down to \$11.50 each. Order the Carburetor cup by clicking on the link below:



[Click Here to Order the Tardel Stromberg 97 Carburetor Cup](#)

15% OFF

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